SEWARD
LEGEND

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Supplement Alaska for details involving airport lighting, navigation aids, and services. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

Other than hard-surfaced runways — Seaplane Base

Hard-surfaced runways 1500 ft. to 8069 ft. in length

Hard-surfaced runways greater than 8069 ft. or some multiple runways less than 8069 ft.

Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

Private "(Pvt)" - Non-public use having emergency or landmark value

Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.

Heliport Selected — Unverified — Abandoned - paved having landmark value, 3000 ft. or greater — Ultralight Flight Park Selected

Services - fuel available and field tended during normal working hours depicted by use of ticks around basic airport symbol. (Normal working hours are Mon thru Fri 10:00 A.M. to 4:00 P.M. local time.) Consult Supplement Alaska for service availability at airports with hard-surfaced runways greater than 8069 ft.

Rotating airport beacon in operation Sunset to Sunrise

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns. — FSS — NO SVFR — FAR 91 — Location Identifier — NAME (NAM) (PNAM) — ICAO Location Indicator shown outside contiguous U.S.

Runways with Right Traffic Patterns (public use) — CT - 118.3 ★ Ⓒ ATIS 123.8 — 285 L 72 122.95 — RP 23, 34 — UNICOM

RP ★ Special conditions exist - see Supplement Alaska. — VFR Advsy 125.0 — WX CAM — Weather Camera (AK) — AOE — Airport of Entry

FSS - Flight Service Station

NO SVFR - Fixed-wing special VFR flight is prohibited.

CT - 118.3 - Control Tower (CT) - primary frequency

★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.

Ⓒ - Common Traffic Advisory Frequency (CTAF)

ATIS 123.8 - Automatic Terminal Information Service

ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.

UNICOM - Aeronautical advisory station

VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.

285 - Elevation in feet

L - Lighting in operation Sunset to Sunrise

*L - Lighting limitations exist; refer to Supplement Alaska.

72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown on this chart. All times are local.

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215/AIM.)

Class D Airspace

[40] Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sfc) Airspace

Class E Airspace with floor 700 ft. above surface

Class E Airspace with floor 1200 ft. or greater above surface that abuts Class G Airspace

2400 MSL / 4500 MSL — Differentiates floors of Class E Airspace greater than 700 ft. above surface.

Class E Airspace exists at 1200' AGL unless otherwise designated as shown above.

Class E Airspace low altitude Federal Airways are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° — V 69 — Total mileage between NAVAIDs on direct Airways

Class E Airspace low altitude RNAV Routes are indicated by center line. — GRANT — T 319 — RNAV waypoint and name

Prohibited, Restricted, and Warning Areas; Canadian Advisory, Danger, and Restricted Areas

Alert Area and MOA - Military Operations Area

Special Airport Traffic Area (See FAR 93 for details.)

ADIZ - Air Defense Identification Zone

MODE C (See FAR 91.215/AIM.)

National Security Area

Terminal Radar Service Area (TRSA)

IR211 — MTR - Military Training Route

COMMUNICATION BOXES

122.1R 122.6 123.6 — OAKDALE — 362★ OAK — 122.1R — CHICAGO CHI

Underline indicates no voice on frequency.

Crosshatch indicates Shutdown status.

★ - Operates less than continuous or On-Request.

Ⓐ - ASOS/AWOS — Ⓗ - HIWAS — Ⓣ - TWEB

FSS radio providing voice communication — 122.1R — MIAMI

Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2, 243.0 and 255.4 (Canada - 121.5, 126.7 and 243.0) are available at many FSSs and are not shown above boxes. All other frequencies are shown.

Certain FSSs provide Airport Advisory Service, see Supplement Alaska.

R - Receive only

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement Alaska for complete information.

RADIO AIDS TO NAVIGATION

VHF OMNI RANGE (VOR) — Non-Directional Radiobeacon (NDB)

VORTAC

VOR-DME — NDB - DME

Other facilities, i.e., FSS Outlet, RCO, WX CAM (see Supp AK), etc.

OBSTRUCTIONS

1000 ft. and higher AGL — below 1000 ft. AGL

Group Obstruction

Obstruction with high-intensity lights; may operate part-time.

2049 — Elevation of the top above mean sea level

(1149) — Height above ground

UC — Under construction or reported; position and elevation unverified

NOTICE: Guy wires may extend outward from structures.

TOPOGRAPHIC INFORMATION

Roads & Road Markers

Railroad

Power Transmission Line

Aerial Cable

Landmark Feature - stadium, factory, school, golf course, etc.

Outdoor Theater

Lookout Tower — 618 (Elevation Base of Tower)

CG — Coast Guard Station

Race Track

Tank - water, oil or gas

Oil Well — Water Well

Mine or Quarry

Mountain Pass — 11823 (Elevation of Pass)

(Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.)

Perennial Lake — Pier — Rocks — Dams — Non-Perennial Lake — Bridges and Viaducts

MISCELLANEOUS

—1°E— Isogonic Line (2005 VALUE)

Ultralight Activity — Fl Flashing Light

Hang Glider Activity — Marine Light

Glider Operations

Parachute Jumping Area (See Supplement Alaska.)

VPXYZ — NAME (VPXYZ) — VFR Waypoints (See Supplement Alaska for latitude/longitude.)

SEWARD
SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 57°20' and 62°40'

Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

86 TH EDITION EFFECTIVE 0901Z 3 JUN 2010

TO 0901Z 18 NOV 2010

Includes airspace amendments effective 3 JUN 2010 and all other aeronautical data received by 8 APR 2010

Information on this chart will change; consolidated updates of chart changes are available every 56 days in the SUPPLEMENT ALASKA Chart Bulletin section (online at http://aeronav.faa.gov). Also consult appropriate NOTICES TO AIRMEN (NOTAMs) and other FLIGHT INFORMATION PUBLICATIONS (FLIPs) for the latest changes.

PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:

DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

CONTOUR INTERVAL 1000 feet

Intermediate contours shown at 500 feet

Auxiliary contours shown at 250 foot interval

HIGHEST TERRAIN elevation is 19541 feet located at 60°34'N - 140°24'W

Spot elevation 4254

Approximate elevation .... x 3200

Doubtful locations are indicated by omission of the point locator (dot or "x")

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 to 12 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment will be indicated in the Associated Data Section of the Supplement Alaska.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

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